Amendm nts to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1 to 10 (Canceled).

11. (Currently Amended) A method of controlling suspension performance in a vehicle having a hydropneumatic suspension device between suspended and unsuspended masses and variable axle load ratios, wherein the suspension device has double-action hydraulic cylinders (1, 2) between the suspended and unsuspended masses, the cylinders (1, 2) having pressure chambers connectable to a pump over pressure lines, with a pressure-regulating valve (20) being installed in the pressure line to annular spaces (7, 8) of the cylinders (1, 2), comprising: the pressure-regulating valve (20) constantly correcting the pressure in the annular spaces (7, 8) to the pressure in ~~the~~ piston spaces (3, 4) of the cylinders (1, 2) in a predefined ratio, wherein the pressure (P_R) in the annular spaces (7, 8) of cylinders (1, 2) is increased in a low load range (n) on a front axle of the vehicle.

12. (Previously Presented) The method according to Claim 11, wherein the pressure (P_R) in the annular spaces (7, 8) is also increased in a high load range (h) of the front axle.

13. (Previously Presented) The method according to Claim 11, wherein the annular space pressure (P_R) is switched in two pressure stages having a difference of up to 50 bar as a function of a pressure (P_Z) in the piston spaces (3, 4).

14. (Currently Amended) A ~~device according to Claim 11, comprising the~~ hydropneumatic suspension device for vehicles having variable load conditions[[,]] and variable axle load ratios, comprising: double-action hydraulic cylinders (1, 2) having pressure chambers connectable to a pump over pressure lines, the cylinders (1, 2) which have load-carrying piston spaces (3, 4) and pressure-loaded annular spaces (7, 8) surrounding a piston rod with a seal are situated between ~~the~~ suspended and unsuspended masses, the piston spaces (3, 4) being connected to a

first hydraulic accumulator (15) and the annular spaces (7, 8) being connected to a second hydraulic accumulator (12), and a pressure-regulating valve (20) being provided, which is inserted into a pressure line (19) to the annular spaces (7, 8), wherein the pressure-regulating valve (20) is controlled by a pilot valve (56) which is actuated by an inlet pressure (P_Z) to the piston spaces (3, 4) and which switches the pressure-regulating valve (20) to a higher regulating stage when the pressure drops below a predetermined inlet pressure (P_Z) in an inlet line (16) to the piston spaces (3, 4).

15. (Previously Presented) The device according to Claim 14, wherein the pilot valve (56), designed as a valve having a double reversal, switches the pressure-regulating valve (20) from the inlet pressure (P_Z) to a higher regulating stage at a low pressure level and at a high pressure level.

16. (Previously Presented) The device according to Claim 14, wherein the pilot valve (56) is a 3/2-way solenoid valve which is switched by a pressure sensor in the inlet pressure (P_Z).

17. (Previously Presented) The device according to Claim 15, wherein the pilot valve (56) is a 3/2-way solenoid valve which is switched by a pressure sensor in the inlet pressure (P_Z).

18. (Previously Presented) The device according to Claim 14, wherein a control line (42) for a regulating spring (41) of the pressure-regulating valve (20) is connected to an inlet line (63) leading to the annular spaces (7, 8) between a non-return valve (21) and the annular spaces (7, 8).

19. (Previously Presented) The device according to Claim 15, wherein a control line (42) for a regulating spring (41) of the pressure-regulating valve (20) is connected to an inlet line (63) leading to the annular spaces (7, 8) between a non-return valve (21) and the annular spaces (7, 8).

20. (Previously Presented) The device according to Claim 16, wherein a control line (42) for a regulating spring (41) of the pressure-regulating valve (20) is

connected to an inlet line (63) leading to the annular spaces (7, 8) between a non-return valve (21) and the annular spaces (7, 8).

21. (Previously Presented) The device according to Claim 14, wherein a control line (42) is provided with a deblockable non-return valve (50).

22. (Previously Presented) The device according to Claim 15, wherein a control line (42) is provided with a deblockable non-return valve (50).

23. (Previously Presented) The device according to Claim 16, wherein a control line (42) is provided with a deblockable non-return valve (50).

24. (Previously Presented) The device according to Claim 18, wherein a control line (42) is provided with a deblockable non-return valve (50).

25. (Previously Presented) The device according to Claim 14, wherein a throttle (18) is inserted between a connection (52) of a control line (42) to the inlet line (16) and a connecting line (11) of the annular spaces (7, 8).

26. (Previously Presented) The device according to Claim 15, wherein a throttle (18) is inserted between a connection (52) of the control line (42) to the inlet line (60) and a connecting line (11) of the annular spaces (7, 8).

27. (Previously Presented) The device according to Claim 16, wherein a throttle (18) is inserted between a connection (52) of the control line (42) to the inlet line (60) and a connecting line (11) of the annular spaces (7, 8).

28. (Currently Amended) The device according to Claim 18, wherein a throttle (18) is inserted between a connection (52) of the control line (42) to the inlet line (~~60~~ 63) and a connecting line (11) of the annular spaces (7, 8).

29. (Previously Presented) The device according to Claim 14, wherein a deblocking control line (51) of a non-return valve (50) is connected to a control line (24) of non-return valves (17, 21) of the inlet line (16) and an inlet line (19).

30. (Previously Presented) The device according to Claim 15, wherein a deblocking control line (51) of a non-return valve (50) is connected to a control line (24) of non-return valves (17, 21) of the inlet line (16) and an inlet line (19).